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DIRECTOR

25X1A

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28521

OSA 1-20

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25X1A TO

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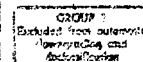
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1. REFERENCE 27 AUG MEETING AT [] ATTENDED BY REPS
OF [], PROJ HQ, []; FOLG IS RE-CAP OF
AGREED MODS TO CHANGE U-2A TO BASIC U-2C CONFIGURATION. UNDER-
STOOD THAT PRESENT SAC U-2 WITH REFUEL MOD WILL STILL RETAIN THAT
CAPABILITY AFTER MOD.

- A. J-75 ENGINE WITH CONTINUOUS IGNITION AND OIL TEMP INDICATOR. THE CONTINUOUS IGNITION FEATURES WILL BE INCLUDED UNTIL 13B ENGINES AND OXYGEN AUGMENTATION IS AVAILABLE.
- B. ENLARGED ENGINE INTAKE SCOOPS.
- C. HORIZONTAL STABILIZER LEADING EDGE CAMBER CHANGE.
- D. ELEVATOR TRIM POSITION INDICATOR.
- E. EXTENDABLE STALL STRIPS.
- F. FUEL DUMP SYSTEM
- G. 150 DEGREE SUGAR SCOOP FOR REDUCTION OF I.R. DETECTION.
- H. IMPROVED EPR SYSTEM.
- I. ADDITIONAL 750 VA INVERTER ACTING AS BACKUP FOR THE COORDINATING OFFICERS

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NO. 1 INVERTER FOR INVERTER BUS LOADS, OR AS BACKUP
FOR THE AC GENERATOR FOR SYSTEM 13A.

J. LARGER BENDIX AC GENERATOR WITH IMPROVED FAULT
PROTECTION.

K. 618T-3 TRANSCEIVER RELOCATED TO NOSE FOR THE FOLLOWING
REASONS:

1. PRESENT PRESSURE BOX TOO TALL TO FIT BENEATH
LARGER TAILPIPE.

2. PRESENT COOLING SYSTEM IS OPERATING AT MAXIMUM
CAPABILITY. ENVIRONMENT ADJACENT TO J-75 TAILPIPE
IS CONSIDERABLY HIGHER TEMPERATURE.

L. WINDSHIELD DEFROSTER.

M. TIME CODE GENERATOR.

N. GROUND STATION EQUIPMENT IS NOT A PART OF THIS CON-
FIGURATION. THE IMPROVED KEYS-MODULATOR WILL BE
ADDED WHEN AVAILABLE.

O. RELOCATED ATC TRANSPONDER AND FUNCTION TESTER FROM
COORDINATING OFFICERS

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GROUP 1
Excluded from automatic
downgrading and
declassification

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RIGHT CHECK TO Q-BAY.

P. PROVISIONS FOR THE FOLLOWING:

1. SYSTEM 6 - SAC WILL CONFIGURE SOME, BUT NOT ALL OF THEIR AIRCRAFT. THE NUMBER IS TO BE DETERMINED LATER.
2. SYSTEM 9B - BLACK BOXES WILL ALSO HAVE TO BE PROCURED.
3. SYSTEM 12B - PRESENTLY AUTHORIZED FOR INCORPORATION IN J-57 ARTICLES.
4. SYSTEM 13A - BLACK BOXES WILL ALSO HAVE TO BE PROCURED. INSTALLED IN FUSELAGE BENEATH TAIL-PIPE TO AFFORD THE FOLLOWING:
 - (A) WEIGHT SAVINGS OF 450 TO 500 LBS. OVER USE OF WING PODS.
 - (B) COCKPIT SPACE SAVINGS THROUGH ELIMINATION OF POD PRESSURIZATION CONTROL PANEL.
 - (C) ELIMINATION OF ENGINE BLEED AIR DRAIN

COORDINATING OFFICER

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REQUIRED FOR PODS.

(D) IMPROVED FLIGHT CHARACTERISTICS AND PERFORMANCE WITHOUT PODS.

5. OSCAR SIERRA - O/S PROVISIONS WILL BE INCORPORATED ONLY. PROCUREMENT OF BLACK BOXES WILL AWAIT EVALUATION OF IMPROVED MODELS.

6. DELTA 3 - STEREO CAMERA ^{PROVISIONS} ILLEGIB

DELTA 3 SYSTEMS WILL BE ALLOCATED TO THE USER COMPLETE WITH ALL NECESSARY ACCESSORIES INCLUDING HATCHES AND HAND CONTROLS.

7. ^{PROVISIONS} HATCHES AND CONTROLS

GO WITH THE BASIC SENSOR EQUIPMENT.

Q. EXTENDED ELEVATOR AND ELEVATOR TAB.

R. DROP TANK PROVISION.

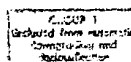
S. FUEL RE-TANK WILL WAIT FOR FLIGHT TEST RESULTS BEFORE ACCEPTANCE.

T. DOPPLER SYSTEM - DECISION WILL AWAIT FLIGHT TEST.

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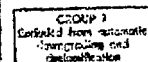
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- U. THE 914 ATC TRANSPONDER INSTALLATION DEPENDS UPON THE DOPPLER FLIGHT TEST. (SPACE PROBLEM IF A DOPPLER UNIT IS LOCATED IN THE CANOE.)
- V. QRC 445 HARD SEAT PACKS AND OXYGEN SYSTEM CONFIGURATION. THIS OPTION WILL WAIT FOR A SAC EVALUATION TO DETERMINE WHETHER OR NOT TO CHANGE FROM THE SOFT PACK TO THE HARD PACK.
- W. QRC 192 DECISION WILL WAIT FOR A SAC EVALUATION; BUT, AS OF THIS WRITING, WILL BE FOR SAC AIRCRAFT ONLY. THIS WILL MAKE SOME SAC AIRCRAFT EXCEPTIONS TO THE STANDARD CONFIGURATION.
- X. EXTENDED FAIRING ATOP FUSELAGE FOR INSTALLATION OF ELECTRONIC COMPONENTS.
2. THE STANDARD CONFIGURATION WILL BE POLICY IN CONVERSIONS, BUT WE RECOGNIZE SOME INEVITABLE DIFFERENCES. WE THEN ARRIVE AT SEVERAL PROBABLE NON-STANDARD CONFIGURATIONS: "H" CAMERA, QRC 192, DELTA 3.

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3. A PROVISIONING MEETING WILL BE HELD AT ON 25X1A
9 SEPT TO DETERMINE THE INVENTORY AND COST OF SPARES, AGE,
AND TEST EQUIPMENT FOR THE ADDITIONAL ELEVEN AIRCRAFT.

END OF MESSAGE

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CD/OSA

25X1A

AD/FA/OSA

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C/Plans/FA/OSA

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